

feet long and 100 feet wide. A surface of $\frac{3}{4}$ " road base will be spread on the surface. Hitching posts, an accessible portable restroom, and an informational kiosk will be installed, that will provide information on the trail, a trail map, emergency phone numbers, and phone numbers to report incidents of trail conflicts and hazards. There is no source of water at this location. *Approximate cost of improvements: \$12,000.*

In addition to the two (2) formal staging areas, there are additional areas that can provide equestrian access to the North Fork Trail along the Foresthill Road. One alternative access is a parking area on Lake Clementine Road, near the intersection of Foresthill Road—behind a green farm gate is the Lake Access Trail, an abandoned roadway that leads down to Lake Clementine where the proposed North Fork Trail intersects it. A second access is from the paved parking lot at the entrance to Upper Lake Clementine—a dirt road down to Upper Lake Clementine where the North Fork Trail intersects the road (Note: because of high volume vehicle traffic during the summer, this access would be used only between November and May when the road is closed to vehicles). Walk-throughs will be installed where the trail intersects the road to restrict unauthorized access to the trail.

The final alternative staging area is at the Foresthill Divide Loop Trail Trailhead on Foresthill Road, just east of Drivers Flat Road. This abandoned road follows the Long Point fuel break down towards the North Fork American River, where it intersects the proposed North Fork Trail. While there are private property considerations, acquisition of a trail easement may be possible.

12. Trail Linkage and Emergency Access

There are three (3) existing multiple use trails within the Auburn State Recreation Area that will link to the proposed North Fork Trail: Clementine Loop Trail, Lake Access Trail, and Long Point Fuel Break Trail. In addition, five (5) existing roads could provide emergency access to the North Fork Trail: Old Foresthill Road at the Confluence, Lake Clementine Road, Lake Access Trail, Upper Lake Clementine Road, and Long Point Fuel Break Road.

TRAIL DESIGN GUIDELINES

The TAG has developed the following guidelines for the proposed trail alignment, design, site preparation and construction. These guidelines may not be appropriate for trails in more remote portions of the North Fork Canyon and were developed specifically for the North Fork Trail—from the Confluence to the Ponderosa Crossing—intended to function as a stand-alone trail.

Trail Alignment

- The trail will as closely as possible follow the contour of the canyon to minimize grades and to protect resources.

- A trail alignment will be selected that minimizes the removal of any native tree greater than 6" diameter at breast height (dbh).
- The alignment will provide a physical separation from the river sufficient to deter trail users from forging user created trails down to the river. Generally the trail will follow an alignment between 800 feet (at the Confluence) and 1200 feet in elevation.

Vegetation Clearance

- The initial clearing for the trail will remove vegetation along the trail alignment corridor from 8 to 15 feet in width and 10 feet in height. The goal will be to remove as little vegetation as possible to construct the trail to the standards indicated below.
- Following trail construction, vegetation clearance will be maintained at 8 feet in width (4 feet on each side of the trail centerline) and 10 feet in height.
- The amount of vegetation to be removed will vary depending on the need to establish clear sight lines.
- All cut vegetation will be chipped and broadcast (where feasible) or hauled out of view of the trail.

Tread Width

- The tread width will be 4 feet wide.
- On steep cross slopes (generally greater than 45 degrees) and/or where required to provide room for trail users to safely pass one another, 5-foot wide turnouts will be provided. Turnouts will be sized to accommodate a horse and allow other trail users to pass. Location and intervals of turnouts will be constructed at the discretion of the trail coordinator.

Construction Methods

- Clearing of vegetation and trail construction will be accomplished by hand crews.

The above guidelines will be used by the involved agencies (Placer County, California State Parks and the Bureau of Reclamation) as the basis for a proposed action to be reviewed and analyzed in accordance with NEPA and CEQA.

PHASING

In order to facilitate phased construction and assist in seeking funding sources, the North Fork Trail has been divided into 5 segments. As shown in *Figure 15*, the trail segments are as follows: